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MAR 13 1939

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Form 504
Rev. April 1935
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Topographic }
Hydrographic } Sheet No. ~~4671~~

State California

LOCALITY

San Francisco Bay

Berkeley Yacht Harbor.

1938

CHIEF OF PARTY

E. W. Eickelberg

U. S. GOVERNMENT PRINTING OFFICE

1938 (1) - 25

checked with chart 5535; no change necessary on chart.

S. B. M. April 1939

Applied to Chart 5532 July 13-1939 by Chas R Bush Jr.
" " Reconstituted 5532 1955 L.V.E.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field Letter _____
BERKELEY YACHT HARBOR. **T6665**
REGISTER NO.

State.....CALIFORNIA.....

General locality.....SAN FRANCISCO BAY.....

Locality.....BERKELEY YACHT HARBOR.....

Scale 1:5,000 Date of survey November 10 - 12, 1938

Vessel.....GUIDE.....

Chief of Party.....E. W. EICKELBERG.....

Surveyed by.....I. E. RITTENBURG.....

Inked by.....I. E. RITTENBURG.....

Heights in feet above NONE to ground to tops of trees

Contour Approximate contour Form line interval.....feet

Instructions dated DECEMBER 24, 1936

Remarks: LETTER FROM DIRECTOR, NO. 22/MEK 1995 GU 4.

DESCRIPTIVE REPORT
to accompany
TOPOGRAPHIC SURVEY OF BERKELEY YACHT HARBOR
and changes along waterfront.
San Francisco Bay
U.S.C. & G.S.S. GUIDE
1938.

INSTRUCTIONS: Instructions for this survey were contained in a letter from the Director, dated December 24, 1936, No. 22/MEK, 1995, GU 4.

JUNCTION AND LOCALITY: This sheet joins on the south with topographic sheet of the San Francisco- Oakland Bay Bridge and approaches and on the north with the location of the new Bayshore Highway shown on sheet T - 4671. The locality of this sheet is the Berkeley Yacht Harbor and the waterfront of Berkeley including the new highway.

SCALE, DATUM AND CONTROL: Scale of this sheet is 1:5,000. The datum is: North American 1927 Adjusted Datum. Triangulation stations used on this sheet were:

B (BWFD) 1932.
Berkeley Incinerator stack, 1916-17.
Eldorado water tank, 1932.
PM 18 (BWFD) 1930-32.
Oakland Peet Bros. stack, 1916-17.

METHOD OF SURVEY AND GENERAL INFORMATION: Station B(BWFD) 1932 was occupied with the plane table and a line of direction laid down to a point on the State Highway No. 69 opposite the Berkeley Incinerator stack. From this point, the survey of the highway was made, using resection whenever possible and traverse between these resection stations. The survey of the high water line from the north end of the sheet to signal NER was run by ~~transverse~~ and resection from station B(BWFD) 1932. From signal COR, the highway and shoreline were located simultaneously in the same manner. Signal SEC, (at the intersection of University Ave., Highway No. 69 and the dock leading to the Yacht Harbor) is the location of a three point fix taken at the traversed point to check the survey to that point. Stations "B", Eldorado water tank, PM 18 and Oakland Peet Bros. stack were used. No error was found. The last point shown at the south end of the highway was also a traverse point checked by a three point fix using the same stations as above. Again no error was found. The inked dots on this sheet show the points where rod readings were taken. The center line of the highway north of University Ave. was rodded in and several taped measurements made to establish the width of this perfectly straight road which was found to be twenty-two meters. Therefore, the center line of the highway, which is less likely to change, is actually located and shown by inked dots on the sheets. Most of the signals shown were located ^{by cuts} from three or more stations.

The ends of the north and west breakwaters were established by cuts and checked with rod readings. The east and south breakwaters were rodded only. West from signal TAL, there is a road running along the top of the breakwater, the sides of which are two meters in from the end of the breakwater as shown on the sheet. The attached ^{print}point is submitted with this sheet for the detail of the Yacht Harbor. The common points ^{print}located and to be used in adjusting the data taken from this ^{print}point are shown with blue circles. The limits of the breakwaters shown on this sheet are those actually completed as of the date of survey, November 12, 1938. Work is still in progress to complete the south breakwater, shown on attached print by broken line. Eventually, the north breakwater will also be completed as shown by broken lines. The slips and details inside the Yacht Harbor shown on attached print have all been completed. Evidences of erosion are shown on the inside edge of the northwest breakwater.

The limits of the area of piling shown running out from the southeast corner of the south breakwater differs slightly from that shown on sheet T-4671. This, however, represents the piling as of the date of survey, as the offshore ends of this area was cut in. The area of piling, however, shown running out from the Tilden Lumber Yard, near Latitude $37^{\circ} 52'$, should be taken from sheet T-4671. The inshore ends and the direction of this area were located but as no small boat was available at the time of rodding this area, the offshore end could not be located. From an inspection however, the piling shown on T-4671 is substantially correct.

LANDMARKS AND RECOVERABLE STATION: These forms are attached hereto.

Respectfully submitted,

I. E. Rittenburg
I. E. Rittenburg,
Lieutenant, H. & G. E.
U. S. C. & G. S.

Sheet has been examined and approved.
Forwarded and approved.

E. W. Eickelberg
E. W. Eickelberg,
Chief of Party,
Commanding Ship GUIDE.

6665

Remarks.

Decisions

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GEOGRAPHIC NAMES

Survey No. T-6665

Name on Survey	A, On Chart No.	B, On previous survey No.	C, On U. S. quadrangle Maps	D, From local information	E, On local Maps	F, P. O. Guide or Map	G, Rand McNally Atlas	H, U. S. Light List	K	
<u>Berkeley Yacht Harbor</u>										1
<u>San Francisco Bay</u>										2
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Names underlined in red approved
by L. Heck on 7/28/39

Section of Field Records

REVIEW OF GRAPHIC CONTROL SURVEY T-6665

Berkeley Yacht Harbor, San Francisco Bay, California
Surveyed November 10 - 12, 1938, Scale 1:5,000
Instructions dated December 24, 1936.

Plane Table Survey (Graphic Control) Aluminum Mounted.

Chief of Party - E. W. Eickelberg.
Surveyed by - I. E. Rittenburg.
Inked by - I. E. Rittenburg.

1. Condition of Records.

The records are legible, sufficiently neat, and conform to the requirements of the Topographic Manual.

2. Compliance with Instructions for the Project.

The scale, character and extent of the survey satisfies the instructions for the project.

3. Junctions with Contemporary Surveys.

The only contemporary survey is T-6666 (1938) and the junction is satisfactory.

4. Comparison with Prior Surveys.

a. T-4671 (1933), 1:10,000 and supplementals.

The present survey T-6665 is on 1:5,000 scale whereas the prior survey (an air photographic survey) is on 1:10,000 scale. There are a few differences in the position of objects located; the largest difference is about 8 meters (tank at lat. 37° 51.5', long. 122° 17.7'). Most of the topographic detail shown on the present survey is new information, but there are a few cases of difference between the surveys in the location of former features. Due to the larger scale of the present survey, it should be accepted in every case of difference.

- b. T-4671 (1933) was compared to, and made to supersede, all previous surveys at the times of its review. Because of this, and because of the limited amount of detail which is shown on the present survey, it is considered unnecessary to compare it to any surveys previous to T-4671.

5. Comparison to Charts Nos. 5535 and 5532.

At the present date, the above charts are being corrected for the new information contained in the above surveys.

6. Magnetic Declination.

No information obtained.

7. Landmarks and Aids to Navigation.

See descriptive report, page 2, last paragraph.

8. Comparison with Contemporary Hydrographic Surveys.

Comparison of the present survey with the contemporary hydrographic survey has been made by the reviewer of the hydrographic survey concerned.

9. Field Drafting.

Satisfactory.

10. Additional Field Work Recommended.

None.

11. Superseded Old Surveys.

For the details shown, the present survey supersedes all prior topographic surveys for charting purposes.

12. Corrections Applied to Existing Phototopographic Maps.

No changes will be made to the existing phototopographic maps from the information contained in this survey, except where the new survey shows that an error was made in the previous surveys. The new shoreline and other information will not be applied to the supplementals for the phototopographic surveys but will be noted on the supplementals as a matter of record.

13. Reviewed by - T. M. Price, Jr., July 21, 1939.

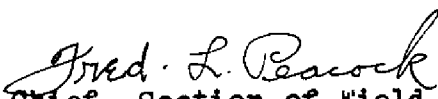
Inspected by - B. G. Jones.

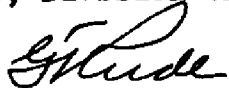
Examined and approved:



T. B. Reed,
Chief, Section of Field Records.

K. T. Adams
Chief, Division of Charts.


Chief, Section of Field Work.


Chief, Division of H. & T.

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
PHOTOSTAT OF

~~No. 11~~
No. T-6665

received Mar. 13, 1939
registered Mar. 14, 1939
verified
reviewed
approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
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RETURN TO

82	T. B. Reed
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✓ JBR